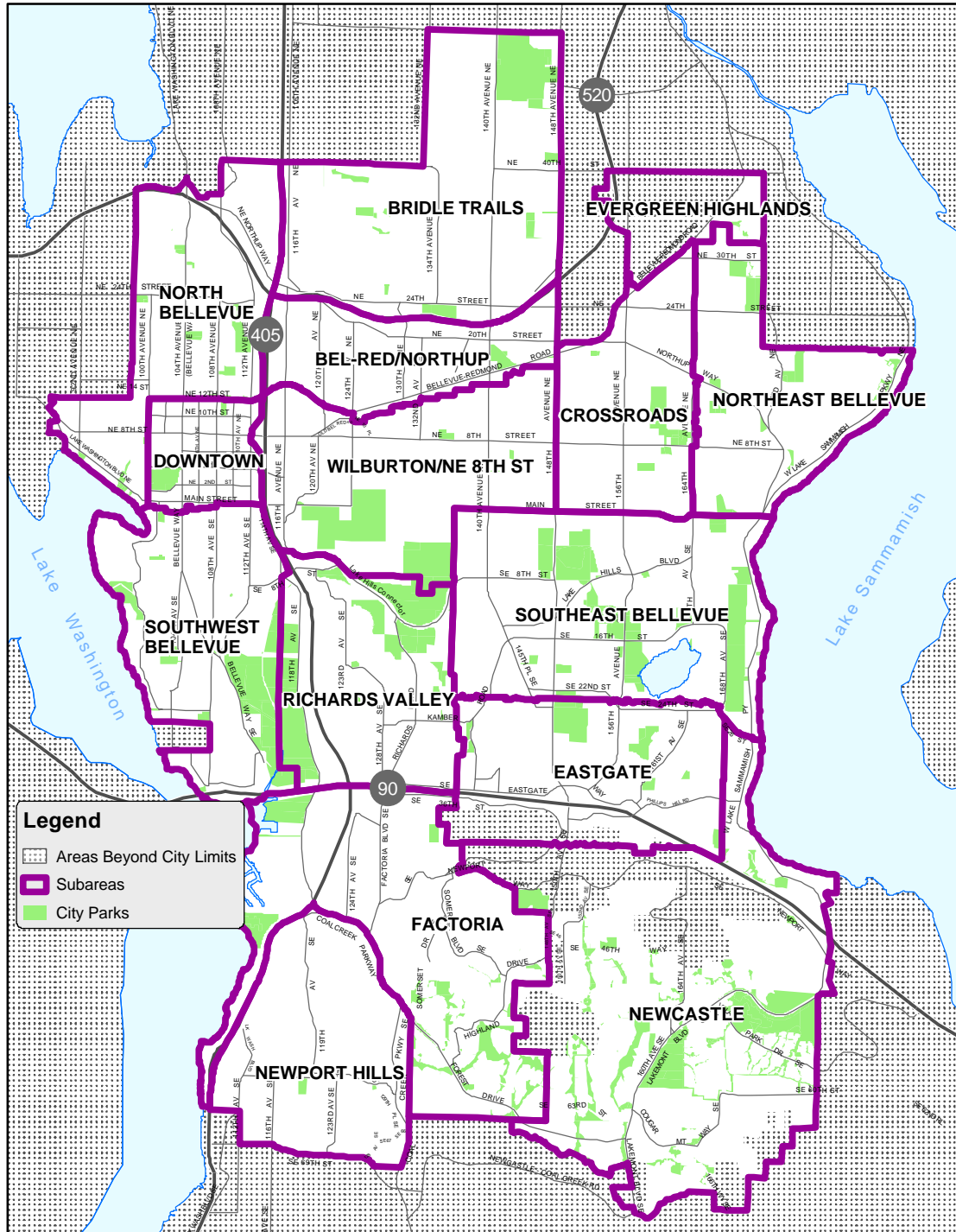


Bellevue's Planning Subareas



KEY FINDINGS BY SUBAREA

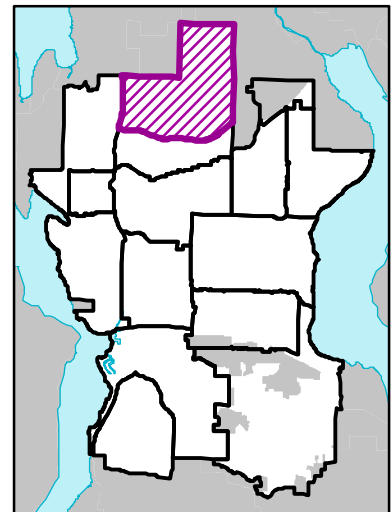
Given this volume's focus on neighborhoods, it is useful to concentrate individually on specific geographic areas of the city to examine how census information comes together to characterize different areas. This chapter summarizes key findings profiling each of the city's fifteen planning subareas (presented in alphabetical order), with the exception of the Bel-Red/Northup subarea, which is a commercial area. Subarea boundaries were chosen because subareas, rather than census tracts, are the primary unit by which Bellevue conducts long-range neighborhood-planning.¹ It should be noted that the lack of consistency between census-designated boundaries and the city's subarea boundaries generally precludes reporting specific census figures for each subarea as a unit.

This chapter is intended only to provide highlights for individual subareas. The maps and narrative in the following chapters provide additional insight into demographic and housing characteristics across the city's different planning subareas.

Bridle Trails Subarea

The Bridle Trails planning subarea is located at the northern end of Bellevue and is bounded by the city limits to the north, SR-520 to the south, I-405 to the west, and 148th Avenue N.E. to the east. The subarea is made up mainly of low density single-family residential neighborhoods, but there are also some higher density multifamily neighborhoods located along the eastern edge of the subarea. This results in a mixture of demographic patterns. Some of the main census findings for this subarea are listed below:

- While the population in the eastern edge of the Bridle Trails subarea grew between 1990 and 2000, it actually declined in the western portion (the part west of 134th Avenue N.E.) during this time.
- While Bellevue as a whole had a relatively high (and growing) percentage of its households consisting of one person in 2000, the large single-family-zoned portion in the west of Bridle Trails had a low percentage of one-person households (less than 15 percent as compared to 28 percent citywide). However, the overall proportion of households that were made up of one person grew by over 5 percentage points between 1990 and 2000 in the census tract that encompasses the western portion of the subarea. A high percentage of households in the western portion of Bridle Trails consisted of families (at least 80 percent in Bridle Trails, as opposed to 63 percent in the city as a whole).



¹ The City uses slightly different boundaries for its Neighborhood Enhancement Program. (The boundaries of Neighborhood Enhancement Program areas are shown in one of the maps in Appendix A.)

Bridle Trails Subarea (continued)

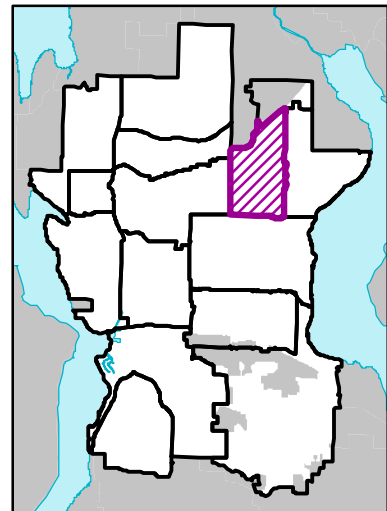
- There were widely varying rates of racial and ethnic diversity within the Bridle Trails subarea. The western portion of the subarea had relatively low percentages of racial minorities (ranging from 15 to 21 percent) and foreign-born residents (less than 10 percent), both below figures for the city as a whole. The eastern edge of the subarea had much higher rates: 35 percent or more of residents were racial minorities or Hispanic/Latino. Similarly, in this portion of the subarea 35 percent or more of residents were born outside of the United States. In addition, the eastern portion of the subarea had one of the highest rates of growth in the city of percentages of foreign-born residents and of the population five years of age and older who spoke a language at home other than English.
- The Bridle Trails subarea was one of the most highly educated subareas in the city, with at least 65 percent of adult residents (age 25 or older) possessing at least a bachelor's degree in 2000. Not surprisingly, since education levels correlate highly with incomes, some parts of the subarea had higher per capita and median household incomes than in the city as a whole; however, there was a range of income levels within the subarea.
- The subarea had very high rates of owner-occupied housing units (85 percent or higher in most of the area) and some of the highest housing values in the city. In some portions of the subarea (the area west of 134th Avenue N.E.), 30 percent or more of homeowners paid 30 percent or more of their income for housing.
- Average commute times for residents in this subarea were lower than the city average; for the most part commute times were less than 20 minutes. This was likely due to close proximity to some of the Eastside's major employment centers, such as Downtown Bellevue and Overlake.

Crossroads Subarea

The Crossroads subarea is located in the northeastern part of Bellevue. The subarea is bordered by Bellevue-Redmond Road to the north, Main Street to the south, 148th Avenue N.E. to the west, and 164th Avenue N.E. to the east.

Crossroads is an area with a diversity of land uses and a diversity of people, as the findings below indicate. The subarea includes single-family neighborhoods, multifamily areas, and a large retail center. The retail center has only commercial uses, so no demographic data are shown on the maps for this portion of the subarea.

- The population of this subarea grew by approximately 10 percent between 1990 and 2000, which was slightly lower than the citywide non-annexation population growth rate of 13.2 percent. The Crossroads subarea had some of the highest population densities in the city outside of Downtown Bellevue.

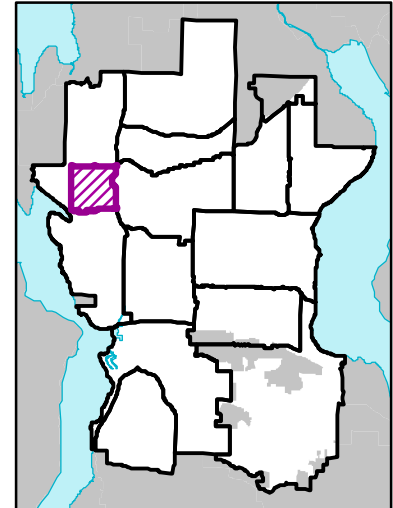


Crossroads Subarea (continued)

- This subarea overall had a relatively high percentage of households consisting of one person, and in portions of the subarea 45 percent or more of the households were in this category (citywide, 28 percent of all households consisted of one person). However, the *proportion* of households made up of one person actually declined in the area between 1990 and 2000 (although by only less than 1 percentage point). On the other hand, the proportion of the overall population made up of seniors in this subarea increased significantly (4 percentage points), from 10 percent in 1990 to 14 percent in 2000.
- The Crossroads subarea is overall the most racially and ethnically diverse in the city. In several census block groups within the subarea, over 40 percent of the population was made up of racial minorities or Hispanics/Latinos. There were relatively high percentages of Asians (Asians made up 25 percent or more of the population in several block groups, compared to a citywide figure of 19 percent) and Hispanics/Latinos (two block groups in this subarea had 10 percent or more of its population identified as Hispanic or Latino, compared to a citywide figure of 5.3 percent).
- This subarea overall also has the highest concentration of foreign-born residents in Bellevue. In some parts of the subarea the foreign-born population more than doubled between 1990 and 2000, and in some census block groups within the subarea over 40 percent of the residents in 2000 were foreign-born. There is also a concentration of recent immigrants (those who immigrated to the United States between 1990 and 2000) in the Crossroads area. Related to this trend, there was also a high concentration of those who spoke a language at home other than English in this part of the city, as well as a concentration of linguistically isolated households. In some parts of this subarea, 20 percent of households were linguistically isolated compared to 7 percent for households in Bellevue as a whole.
- Overall, this subarea had a lower percentage of adults 25 years of age and older with at least a bachelor's degree than did the city as a whole. However, the proportion of those adults age 25 and over that had at least a bachelor's degree grew by 5 percentage points or more between 1990 and 2000.
- Per capita incomes in Crossroads also tended to be lower than in the city as a whole, but per capita incomes in this subarea rose (after being adjusted for inflation) during the 1990s.
- Residents in the Crossroads subarea tended to commute via single-occupant vehicle (SOV) at lower rates than residents living in other parts of the city. Residents' commute rates for carpooling and public transit were higher in the subarea than for residents in the city as a whole. Related to the trend on transit use is the fact that the Crossroads subarea had high concentrations of households that did not have a vehicle available. In some census block groups at least 10 percent of households (and in one case 23 percent of households) did not have a vehicle available in 2000. This was much higher than the citywide rate of 5.6 percent.

Downtown Subarea

Downtown's boundaries extend from N.E. 12th Street down to Main Street and from 100th Avenue N.E. to Interstate 405. Downtown Bellevue serves both as a regional employment and retail center as well as the business and recreational hub of the city. As of the 2000 Census the subarea housed over 2,500 residents in addition to concentrating major office, hotel, cultural, and retail land uses. (No demographic data are shown on the maps in this report as the central part of Downtown contains only non-residential land uses). The distinctiveness of Downtown's population, as well as its dynamic and rapid growth in the 1990s, is readily apparent in the data from decennial Census.



- The census tract corresponding to Downtown (Tract 238.02) was among the top 10 fastest growing in King County in addition to being one of the two fastest growing tracts in Bellevue.² Between 1990 and 2000, population in Downtown Bellevue grew from 1,182 to 2,588 residents or by 189 percent. While blocks with high population densities were found within pockets of several subareas within the city, Downtown was one of the few subareas in Bellevue with large numbers of residents living in very high densities.
- Downtown's rapid population growth was based largely on construction in the mid-to-late 1990s of many new multifamily developments in the northeast and southeast corners of the subarea. Between 1990 and 2000, Downtown's housing stock increased from 654 units to 2,230 units (including both occupied and unoccupied units). During that decade, townhouses and multifamily units went from comprising about 92 percent to comprising almost 99 percent of the housing units in the subarea. While virtually all of the housing units in Downtown Bellevue were in multifamily structures in 2000, about 26 percent of all downtown units were owner-occupied. Census figures indicate that about 30 percent of downtown's housing units were vacant in the year 2000, which reflects the fact that many of the units were just recently built.³
- Of all areas within the city, Downtown had the *very highest* percentage of one-person households, with 66 percent of its 1,559 households comprised of one individual. Of all areas, Downtown had the lowest average number of people per household (1.41 and 1.44 for each of the two block groups in Downtown).

² Census tract 238.02 corresponds very closely, but not exactly, with the boundaries for the Downtown Bellevue subarea. (The southern boundaries of this tract extend slightly south of the subarea into the residential area south of Downtown's Old Bellevue neighborhood). Thus, census data cited in this report for the Downtown subarea refer to the tract even though the boundaries of the subarea do not correspond exactly with the tract boundaries.

³ Downtown's population growth has continued at a rapid pace since 2000 as additional residents have moved into new housing units. While a substantial number of housing units have also been built since 2000, the vacancy rate for downtown housing has declined as population growth has been catching up with new housing construction. The City estimates that as of October 2003, there are close to 4,200 residents living in about 3,000 households. Regarding Downtown Bellevue's housing stock, the City estimates there are now about 3,175 housing units, with a vacancy rate of about 5 or 6 percent, which is significantly lower than the vacancy rate measured in the 2000 Census.

Downtown Subarea (continued)

- While Downtown remained by far the tract with the highest proportion of seniors in the city, the senior percentage of total population in Downtown went down in the 1990s by almost 11 percentage points from 54.3 percent to 43.5 percent. (It is important to point out that, despite their reduction as a share of the population Downtown, the *number* of seniors in the subarea increased by almost 500.) All non-senior adult age groups increased as a percentage of the downtown population, with the biggest jumps occurring first among those ages 45 to 54 years and second among those 25 to 34. However, the percentage of Downtown's population under age 18 remained very low (only about 5 percent).
- The foreign-born population increased even more rapidly in Downtown than in the city as a whole. The foreign-born population in Downtown grew by over 500 percent from 107 persons in 1990 to 655 in 2000. This growth took the percentage of Downtown residents that were foreign-born from 9.8 percent in 1990 to 25.0 percent in 2000, which was just slightly higher than the 24.5 percent share citywide. Interestingly, Downtown had a higher concentration of linguistically isolated households (10.3 percent) than did the city as a whole (6.8 percent) although the percent of residents speaking a language other than English at home in downtown was actually lower than it was in the city as a whole (22.7 percent v. 26.9 percent).⁴
- The highest increase in real per capita income among Bellevue census tracts between 1989 and 1999 was found in the Downtown tract, where per capita income increased by 42.8 percent after inflation (going from \$29,055 to \$41,483 with both figures in 1999 dollars). This growth took the Downtown tract from having one of the lower per capita incomes in the city to having one that was higher than citywide per capita income. This trend is likely related to other changes, including the increase in the percentage of the Downtown population that is working age and the increasing levels of educational attainment found there. In fact, the biggest percentage point increase that occurred during the 1990s in the proportion of the population with a bachelor's degree or above was also found in the Downtown subarea census tract, where the percentage with at least a college degree jumped by about 19 percentage points from 26.2 percent in 1990 to 45.3 percent in 2000. Despite increasing per capita incomes and education levels, the southern part of Downtown had one of the higher poverty rates in 2000 of neighborhoods in Bellevue.
- Downtown's population had lower female and male labor participation rates than did the city as a whole, which is not surprising given the high percentage of Downtown's population that were seniors.
- Also, not surprisingly, Downtown neighborhoods had some of the higher percentages of their employed residents working within Bellevue. In the Downtown tract as a whole, about 51 percent of employed residents worked in Bellevue. This compares to 38 percent of the citywide employed population who worked in Bellevue.

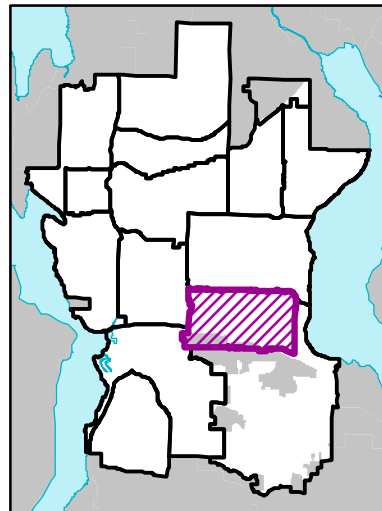
⁴ This likely reflects the fact that linguistic isolation is measured on a household basis and that a high percentage of households Downtown consist of just one person.

Downtown Subarea (continued)

- While it was generally true in Bellevue that neighborhoods with a higher percentage of condominiums and multifamily units had lower median housing values, areas in the southern part of Downtown and just south of this subarea had median housing values that were higher than the citywide median while having a high percentage of multifamily housing.
- Within Downtown, the percentage of working residents who commuted alone in a vehicle was lower than the rate was for the city as a whole. This is connected to the relatively high proportion of working Downtown residents who walked to work: 16.4 percent of working Downtown residents walked to work, as opposed to 2.6 percent of working residents citywide who did so. Downtown residents' comparatively high rate of walking to work was largely due to the high number of jobs located in proximity to Downtown residences. In a finding that relates both to commuting behaviors as well as to age characteristics, Downtown also had the highest percentage (17.2 percent) of households without a vehicle. As noted in this volume's chapter on Transportation, households headed by a senior were significantly less likely than the population in general to have a vehicle available.

Eastgate Subarea

The Eastgate subarea is located in the central eastern portion of Bellevue and straddles part of the I-90 corridor. The boundaries of the subarea are 137th Avenue S.E. to the west, S.E. 23rd Street to the north, S.E. 41st Street to the south, and 168th Avenue S.E. to the east (the subarea does not quite extend all the way east to Lake Sammamish). This subarea has a mix of single-family, multifamily, and commercial uses. Large portions of this subarea do not have demographic data mapped, either because they have commercial uses (and therefore no residents) or because they are not in the city limits of Bellevue (true of much of the subarea south of I-90).



- Population growth varied substantially within this subarea between 1990 and 2000. The western portion of the subarea grew by approximately 10 percent during the 1990s (slightly below the citywide non-annexation rate of 13.2 percent), while the census tract making up the eastern portion of the subarea had a decline in population (minus 4.6 percent) during the same period. As noted elsewhere in this chapter, all of the census tracts adjacent to Lake Sammamish declined in population between 1990 and 2000.
- In this subarea, while the percentage of households consisting of one person was not particularly high (compared to the citywide proportion, which was 28 percent), the change in the proportion of households with one person was fairly dramatic between 1990 and 2000. In all parts of the subarea, the proportion rose by at least 5 percentage points, and in the northwestern portion of the subarea the proportion rose by 8.7 percentage points (from 20.7 percent to 29.4 percent one-person households), the highest percentage point growth of this characteristic in the city.

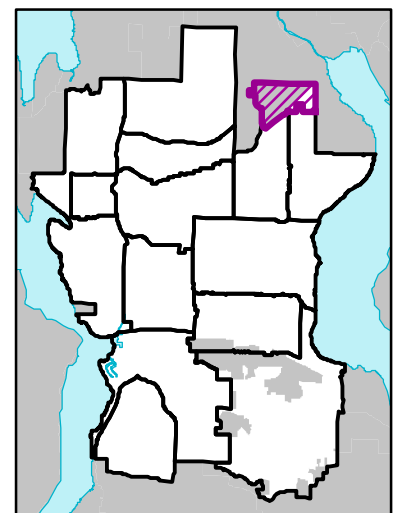
Eastgate Subarea (continued)

- This subarea had varied rates of racial and ethnic diversity. The northwestern portion of the subarea was very diverse, with at least 35 percent of residents being members of racial minorities and/or being Hispanic or Latino. The rest of the subarea, however, was less racially diverse than the city as a whole was. The same trend is true regarding the foreign-born population. The northwest section of the subarea had high percentages of the population who were foreign-born residents and who were recent immigrants to the United States (32.2 percent and 19.3 percent, respectively), while the rest of the subarea generally had a lower percentage of the population who were foreign-born residents than did the city as a whole (for which the proportion was 24.5 percent).
- The Eastgate subarea generally had educational attainment levels (measured in adults age 25 or over who had at least a bachelor's degree) below the level for the city as a whole, except for in the southeastern portion of the subarea. However, similar to what occurred in Southeast Bellevue the proportion of those adults who had at least a bachelor's degree or higher increased substantially between 1990 and 2000, and in the northwestern portion of the subarea grew by at least 15 percentage points. Per capita incomes varied, with the western portion of the subarea being below the city average and the eastern portion of the subarea being above the citywide average. Per capita income increased between 1989 and 1999 in the western portion of the subarea, while it declined in the eastern portion during the same time period (after adjustment for inflation).
- Average commuting times for residents in the subarea were generally fairly low, likely due to convenient access to I-90 and I-405 to and from the Eastgate area. The I-90 corridor is also one of the city's major employment centers.

Evergreen Highlands Subarea

Most of the Evergreen Highlands subarea has non-residential uses (research and development, offices, natural areas, etc.) and is located in the city of Redmond. The Redmond portion includes the area with Microsoft's main campus. The portion of the Evergreen Highlands subarea that is located within Bellevue's city limits is a single-family residential neighborhood in the northeast tip of Bellevue along Bellevue Redmond Road.⁵ Evergreen Highlands is identified as a subarea in the City of Bellevue's Comprehensive Plan mainly to facilitate inter-jurisdictional planning.

- A large percentage of households in the Evergreen Highlands subarea in 2000 were family households and the proportion of the population 65 years of age or older was low.



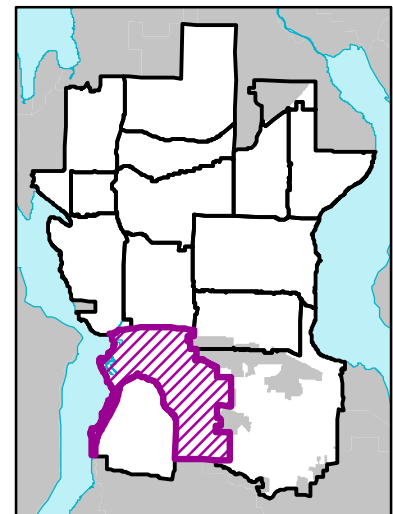
⁵ Figures cited for this subarea are for the census block group that most closely corresponds to the portion of the subarea in Bellevue. (This block group extends slightly south of the Evergreen Highlands boundary to N.E. 30th Street into the Northeast Bellevue subarea.)

Evergreen Highlands Subarea (continued)

- A relatively high and growing percentage of the population in the subarea was foreign-born. Slightly over a third (34.1 percent) of the population living in the subarea in 2000 was foreign-born, a percentage that is higher than the 24.5 percent who were foreign-born in the city of Bellevue as a whole. The percentage of Evergreen subareas residents speaking a non-English language at home (29.0 percent) was slightly higher than the 26.9 proportion citywide, while the fraction of households in Evergreen Highlands that were linguistically isolated (6.6 percent) was slightly lower than the 6.8 percent citywide.
- Income and education measures based on 2000 Census data both fall into the second highest of four categories for neighborhoods in Bellevue. At 75.6 percent, the proportion of males 16 years of age and older in the subarea is similar to that citywide; however, the proportion of females 16 years of age and older in the labor force was lower than it was citywide (47.3 in the subarea compared to 58.7 percent citywide).

Factoria Subarea

The Factoria subarea is located south of I-90, with portions both to the west and the east of I-405. The portion of the subarea falling to the west of I-405 includes neighborhoods in Newport Shores and further south along Lake Washington. The portion falling to the east of I-405 includes multifamily neighborhoods near the Factoria mall as well as single-family neighborhoods including Somerset and Westwood Highlands.



- The population in most of Factoria's neighborhoods grew at a moderate to fairly rapid pace. However, population in the middle part of the subarea that includes the Somerset neighborhood south of the Factoria shopping center declined by 3.8 percent.
- Factoria neighborhoods varied in household size. For example, south of S.E. Newport Way, family households represented 80 percent or more of households while one-person households comprised less than 15 percent of households. More than twice that share (34.3 percent of households) were one-person households in the multifamily neighborhood east of the mall.
- Compared with the city as a whole, many of Factoria's neighborhoods had substantially higher percentages of the population comprised of children. At the same time, seniors in some parts of Factoria—including west of I-405 and in parts of the Somerset neighborhood—constituted a larger proportion of the population. One of the city's most dramatic increases in the senior share of the population occurred in the census tract corresponding with Factoria's Somerset and Westwood Highlands neighborhoods.

Factoria Subarea (continued)

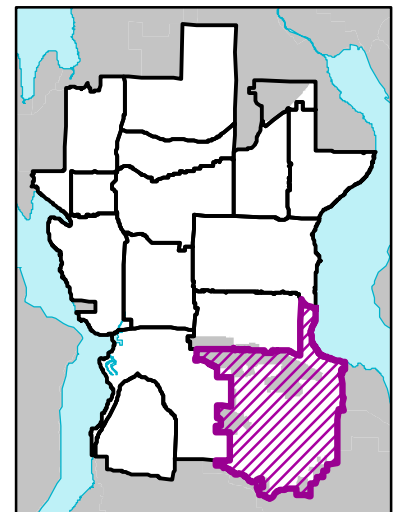
- Factoria had one of the highest Asian concentrations of subareas in Bellevue. Almost all neighborhoods in Factoria east of Coal Creek Parkway had populations at least 15.0 percent Asian and in many cases 25.0 percent or more Asian. The block group south of Factoria Mall also had one of the highest proportions of neighborhood residents who are Hispanic or Latino (21.2 percent). While the foreign-born population was generally not as concentrated in Factoria as in some other parts of Bellevue, foreign-born persons made up from 20 up to nearly 35 percent of the population in most Factoria neighborhoods east of Coal Creek Parkway. Immigrants in the Factoria Mall neighborhood tended to be recent immigrants, making this one of the portions of the city where the foreign-born population grew most quickly between 1990 and 2000. This neighborhood also had one of the highest proportions of linguistically isolated households in the city.
- There was wide variation in income levels within Factoria. Newport Shores and portions of Factoria south of Newport Way had some of the highest median household incomes in the city. Newport Shores also contained some of the highest median housing values in the city and the area south of Newport Way contained some of the city's most highly educated census blocks. However, portion of Factoria directly to the east of the mall as well as a portion near Forest Drive had some of the highest rates of poverty in the city with 12 percent or more of individuals below poverty level.
- There was also some variation in levels of educational attainment within Factoria's neighborhoods, although at least 55 percent of the population in most neighborhoods there had completed college. Portions of the subarea near Factoria Mall had somewhat lower rates of college education, but some of the greatest increases between 1990 and 2000 in the percent of the population with a college education.
- The neighborhood just south of the mall also had one of the largest proportions in the city of working residents commuting to work via transit and one of the highest percentages of households with no vehicle or just one vehicle.

Newcastle Subarea

The Newcastle subarea is the easternmost of three subareas located primarily south of I-90. Most of Newcastle is located south of the unincorporated community of Eastgate.

Most of the Newcastle subarea is comprised of single-family housing, although multifamily housing increased rapidly in the 1990s as a percentage of the housing stock in and near the Lakemont area. Newcastle has very little land devoted to commercial areas. The majority of the Newcastle subarea was annexed into Bellevue in the 1980s, although some of the subarea became part of the city in the 1990s. This subarea also covers the portion of the 2001 West Lake Sammamish annexation which runs along the lake from S.E. 28th Street south to I-90.

The part of Newcastle south of I-90 contains the largest portions of vacant land remaining in the city.



Newcastle Subarea (continued)

- Of all census tracts in Bellevue, tract 250.02⁶ in the eastern portion of Newcastle had the highest rate of population growth in the 1990s. This tract includes Lakemont as well as the area around Cougar Ridge Elementary. With a population increase of 188.9 percent, this tract was the second fastest growing in all of King County. Corresponding with this is the fact that over half of the housing stock existing in the year 2000 in east Newcastle was built between 1990 and 2000. The population of Tract 249.03, which includes neighborhoods along Forest Drive and S.E. 63rd Street (as well as parts of the Factoria subarea) also grew quickly at a rate of 25.6 percent. However, population decreased in census tract 234.02, which included the West Lake Sammamish Annexation portion of the Newcastle subarea and the eastern portion of the Eastgate subarea and in tract 249.02, which includes the northern part of Newcastle along with parts of unincorporated Eastgate. In the 1990s, while tract 249.02's population declined by less than 1 percent, the population in tract 234.02 declined by almost 5 percent.
- Like the majority of Factoria, most of Newcastle had a high percentage of households comprised of families (80 percent or higher in much of the subarea). Comprising close to a third of the population in much of Newcastle, children were a greater percent of the population in these neighborhoods than in most neighborhoods elsewhere in the city. While one-person households remained a comparatively small percentage of households in most of Newcastle, households in this category increased quickly during the 1990s as a proportion of all households.
- In much of Newcastle, Asians represented a greater proportion of the population than in the city as a whole. Areas running along Forest Drive in the south of Factoria and Newcastle had some of the biggest proportions of Asians as a percentage share of neighborhood population. However, in most parts of Newcastle foreign-born residents comprised less than one-quarter percent of the population (with percentages higher than this in only in two block groups). Also, in most areas of Newcastle, immigrants who came to the U.S. prior to 1990 were a greater proportion of the population than were those who came later. Correspondingly, most neighborhoods in Newcastle did not have high proportions of linguistically isolated households.
- Residents in most Newcastle neighborhoods tended to be more highly educated and to have higher median household incomes and per capita incomes than did the city as a whole. Incomes in portions of Lakemont and around the Sky Mountain neighborhood were among the highest in the city on both a household and a per capita basis. Median owner-occupied housing values also tend to be higher than the citywide median in most of Newcastle. However, the population in the area of Newcastle running between Forest Drive and S.E. 63rd St. had a poverty rate that was significantly higher than the rate for the city as a whole.
- Fewer than 4 in 10 employed Newcastle residents worked inside Bellevue, which translated into commute times for residents in much of Newcastle that were longer than the citywide average.

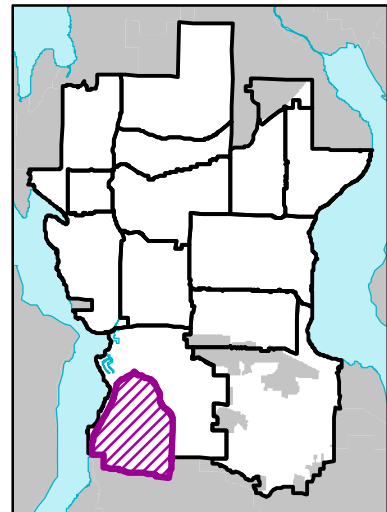
⁶ The 1990 census tract 250.02 was split into two tracts for the 2000 Census: tract 250.03 and 250.04. Population growth is based on 1990 tract boundaries. It is important to note that much of the 1990 census tract 250.02 lies outside of Bellevue.

Newcastle Subarea (continued)

- There are three census block groups in the part of Newcastle that came into the city as part of the 2001 West Lake Sammamish annexation, although each of these three block groups extends at least partially into another subarea. One is located between West Lake Sammamish Parkway and the shoreline and extends slightly north along the shore into the Southeast Bellevue subarea. The other two run from West Lake Sammamish Parkway east into the neighboring Eastgate subarea. The census block group falling along the shore was similar both to the majority of Newcastle south of I-90 as well to shoreline communities further north along Lake Sammamish in having high levels of educational attainment and median household income along with household sizes averaging at least 2.5 persons. However, poverty rates (while still less than 10 percent) were higher in both the West Lake Sammamish shoreline census block group and the southern of the two block groups running from West Lake Sammamish Parkway into the neighboring Eastgate subarea.

Newport Hills Subarea

Newport Hills is one of three subareas south of Interstate 90. Newport Hills became part of Bellevue during a series of annexations in the early 1990s. Roughly triangular in shape, it is bounded by I-405 on the northwest, by Coal Creek Parkway S.E. on the northeast, and by S.E. 69th Street on the south. Newport Hills is made up primarily of single-family neighborhoods. Some high-density multifamily housing is clustered around the neighborhood shopping area at the intersection of 119th Avenue S.E. and S.E. 60th, and some low-density multifamily housing is located in the Pembroke Meadows neighborhood at the southeast corner of the subarea.



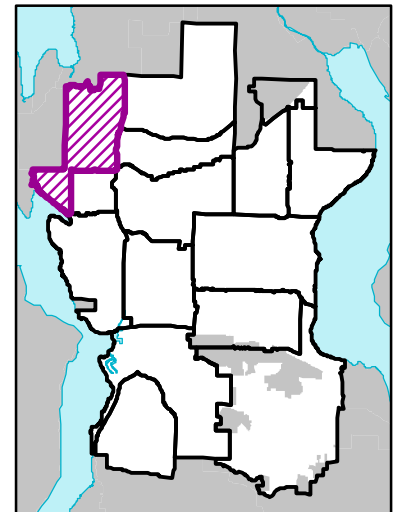
- Population in the subarea grew less quickly along the 119th Avenue S.E. corridor than in the southern and eastern parts of the subarea.
- Newport Hills' neighborhoods varied quite a bit in household sizes and types. A "J"-shaped combination of Newport Hills block groups running along the southeastern part of the subarea had a substantially lower proportion of one-person households and a greater percentage of family households compared with percentages in the city as a whole. At the same time, the block group running between 119th Avenue S.E. and 125th Avenue S.E. (one of the subarea's highest density multifamily neighborhoods) had one of the highest percentages of one-person households found south of I-90. However, at 32.6 percent, this was a much lower share than in many neighborhoods north of I-90.
- There was also a great deal of variety in Newport Hills' neighborhoods in the age distribution of residents. While parts of the "J"-shaped portion are among the city's census block groups with the highest percentage-share of children, Pembroke Meadows (just west of the J's tail) is among the city neighborhoods with the smallest percentage of children. Newport Hills was like its neighboring subarea Factoria in having some portions where seniors make up less than 10 percent of the population and some other areas where seniors make up a relatively large proportion of the population (15 percent to just under 30 percent).

Newport Hills Subarea (continued)

- Compared with the city as a whole, most Newport Hills neighborhoods had a lower percentage share of their residents who were foreign-born. In the 1990s the foreign-born population also grew less quickly as a share of the population in Newport Hills. However, the foreign-born proportion was at least 10 percent of the population in most of the subarea and was slightly higher than the citywide percentage in the block group just west of I-405.
- The vast majority of Newport Hills had poverty rates under the citywide rate of 5.7 percent of individuals, which much of the subarea having poverty rates under 2 percent. Most parts of the subarea also had median household incomes above the citywide median of \$62,338, although about half of the block groups in the subarea had per capita incomes that were lower than the citywide average of \$36,905 and some portions had per capita incomes in the lowest category for the city (\$20,432 to \$29,999).
- Residents in most areas of Newport Hills tended to have lived in their home longer than did most Bellevue residents. This was true even in areas (such as Pembroke Meadows) in which a relatively high percentage of housing units were recently built.

North Bellevue Subarea

The North Bellevue subarea is located at the northwestern edge of the city—and is framed by the boundary with the city of Kirkland to the north, I-405 to the east, the cities of Clyde Hill and Medina and Meydenbauer Bay to the west, and Downtown Bellevue to the south. A small portion of the subarea that falls along SR 520 is made up of exclusively commercial uses, so no demographic data are provided for this portion of the subarea.



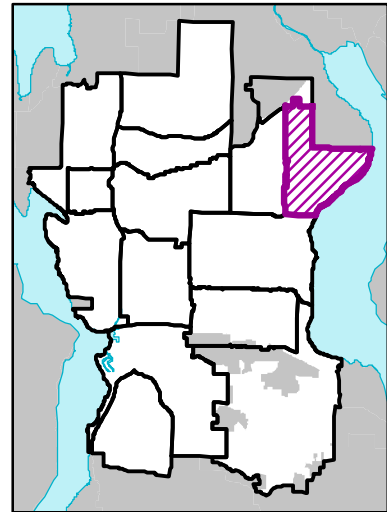
- The subarea as a whole experienced modest population growth in the 1990s (less than 10 percent), which was less than the citywide rate of population growth (13.2 percent, after excluding annexations).
- In this subarea, there was growth in both the number and the proportion of households that were one-person households. Much of the subarea exceeded the citywide proportion of households made up of one person, which was 28 percent.
- Most of the subarea had median ages above age 40, so the population of this subarea was generally older than the city as a whole (citywide the median age was 38.2). At least 15 percent of residents in the subarea were seniors (age 65 or over). However, the proportional share of residents who were seniors declined between 1990 and 2000.
- The subarea had a relatively low percentage of residents (below the citywide percentage) who were foreign-born as well as a low percentage of residents who spoke a language at home other than English. While the proportional shares for these populations grew (compared to overall population) between 1990 and 2000, they grew at a lower rate than they did in most other parts of the city.

North Bellevue Subarea (continued)

- The neighborhoods in the subarea had per capita incomes above or only somewhat lower than the citywide per capita income (which was \$36,905) in 1999. However, per capita incomes in the subarea as a whole declined between 1989 and 1999 when adjusted for inflation.
- Housing stock in this subarea tended to be relatively old, with major portions of the subarea having at least 60 percent of its housing stock built prior to 1970. At least 40 percent of all renters in most of this subarea paid 30 percent of their income or more for housing.

Northeast Bellevue Subarea

The Northeast Bellevue subarea is located in the northeastern portion of the city, adjacent to Lake Sammamish. The boundaries of the subarea are 148th Avenue N.E. to the west, N.E. 32nd Street to the north, Main Street to the south, and 172nd Avenue N.E. (the city boundary between Bellevue and Redmond) and Lake Sammamish to the east. The vast majority of the subarea is made up of single-family residential neighborhoods, many of which were established in the 1950s and 1960s.



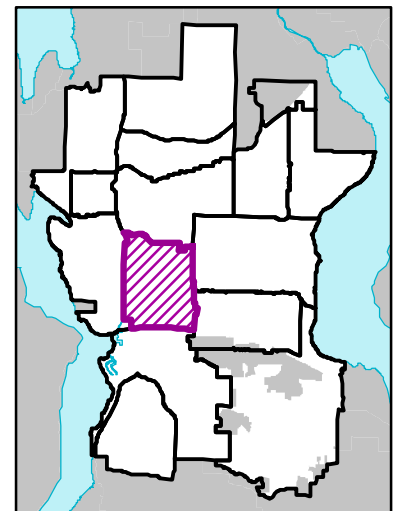
- Large portions of the Northeast Bellevue subarea declined in total population between 1990 and 2000. This was consistent with a general trend in this part of the city; census tracts adjacent to Lake Sammamish all declined in population during the 1990s. Within the census tracts in the Northeast Bellevue subarea, average household sizes declined by more than the city rate between 1990 and 2000, which helps explain the decline in population.
- Average household sizes in this subarea were larger than the city average (in the two census tracts in this area the average household sizes were 2.89 and 2.63, compared to the city average of 2.37). Consistent with that pattern, there was a lower percentage of one-person households in this area than there was in the city as a whole, as well as a higher percentage of households that consisted of family households. (Within almost the entire subarea, 70 percent or more of households consisted of family households, while the citywide proportion of family households was 63.4 percent).
- There were higher percentages of the population made up of both seniors and children in this subarea than there were in the city as a whole. Most significantly (with regard to seniors), the proportion of the population made up of seniors increased by at least 5 percentage points in this subarea between 1990 and 2000, the highest growth rate in the city for this group.

Northeast Bellevue Subarea (continued)

- There were varying levels of racial and ethnic diversity within the subarea in 2000, with portions of the subarea bordering Crossroads being more diverse and areas along Lake Sammamish being less so. There were large portions of the subarea that had 20 percent or more of the total population consisting of residents born outside of the United States as well as 20 percent or more of residents (5 years of age and older) who spoke a language at home other than English. In addition, within the subarea the proportions of the total population made up of those groups grew between 1990 and 2000.
- There was a wide variation within the subarea with regard to both education and income levels, with neighborhoods close to Lake Sammamish having both higher incomes and higher education levels. There was also one census block group in the subarea that had 1999 poverty rates of at least 10 percent of total population, higher than the citywide rate of 6.7 percent. Data from the 1990 and 2000 censuses indicated that both per capita income and educational education levels grew in the subarea in the 1990s.
- The Northeast Bellevue subarea had a large percentage of owner-occupied housing units (in much of the subarea 85 percent or more of occupied units were owner-occupied), and was also distinguished by having a high percentage of long-term residents. Given the proportional as well as absolute increase in the senior population between 1990 and 2000 and the high percentage of long-term residents, it appears that many seniors in this part of the city may be aging in their homes, as opposed to moving to other housing. Additional data available from the 2000 Census confirm this and indicate that over three-quarters of senior householders living in and around this subarea in 2000 had lived in their home for at least 20 years, in comparison to the 62 percent of senior householders citywide who had been in their home for that long.

Richards Valley Subarea

The Richards Valley subarea is one of the middle subareas in the city north of I-90. Single-family housing in Richards Valley is located primarily in the Woodridge and Norwood Village neighborhoods that lay within an oval-shaped portion of land with I-405 on the west and Richards Road on the east. Multifamily housing is located along the southern portion of the oval near I-90, in a narrow portion of land lying to the west of I-405 alongside the Mercer Slough Nature Park, and in the residential areas east of Woodridge (see more detailed map directly before the beginning of this chapter).



- Between 1990 and 2000, population in the census tract corresponding with the oval part of Richards Valley between I-405 and Richards Road (tract 235) increased by 7.5 percent while populations in tracts to the west and to the east increased at higher rates.
- Household size and composition varied markedly within Richards Valley. In the northeastern portion of the oval, 82 percent households were comprised of families; yet in block groups on either side of the oval, proportions of households comprised of families were only 40 to 50 percent.

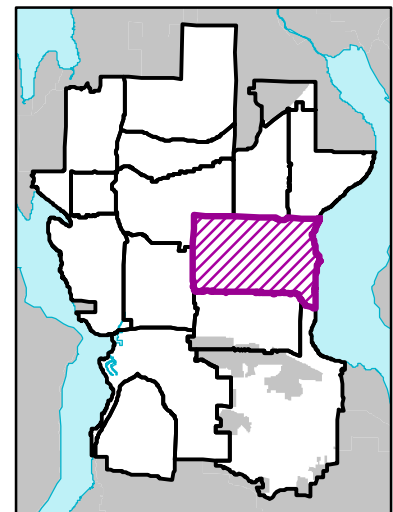
Richards Valley Subarea (continued)

- Patterns of median household income and poverty rates were correlated with the distribution of family households, with higher median incomes and lower rates of poverty existing in the northeastern portion of the oval. However, per capita income was in the same \$30,000 to \$39,999 range throughout the subarea.
- West of Richards Road, the Richards Valley subarea generally was less racially diverse than Bellevue as a whole and also had a population with a somewhat lower percentage of foreign-born residents than did the city as a whole. However, the census block group to the east of Richards Road, which the Richards Valley subarea shares with Southwest Bellevue, was more ethnically diverse and has a greater proportion of foreign-born residents than the rest of Richards Valley. This block group had a greater proportion of recently developed housing and a greater proportion of new residents, including recent immigrants, than did most of Richards Valley.
- In the Woodridge/Norwood Village oval of the Richards Valley subarea, the proportion of employed residents working within Bellevue was slightly higher than it was citywide, which likely has partly to do with proximity to employers in office, industrial, and commercial sites along I-90.
- Proportions of households without a vehicle or with just one vehicle were higher outside the Woodridge/Norwood Village oval than inside it and in the block group to the east of Richards Road: in the block groups outside the oval, 55 percent or more of households had no more than one vehicle, while the corresponding proportion in the northeast part of the oval was less than 20 percent.

Southeast Bellevue Subarea

The Southeast Bellevue subarea is located in the eastern portion of Bellevue. The boundaries of the subarea are Kelsey Creek Park to the west, Main Street to the north, S.E. 24th Street to the south, and Lake Sammamish to the east.⁷ This subarea has a mix of single-family and multifamily neighborhoods; there are also several parks in the subarea and land which cannot be developed due to steep slopes and other environmental constraints. Most of the single-family homes were built in the 1950s and 1960s.

- Rates of population change between 1990 and 2000 varied by neighborhood within this subarea. The western portion of the subarea grew by approximately 14 percent during the 1990s (slightly above the citywide non-annexation rate of 13.2 percent), while the eastern portion of the subarea had a slight decline in population (minus 1.2 percent) during the same period.



⁷ This subarea includes a portion of the West Lake Sammamish Annexation that occurred in 2001. Information about the subarea includes data pertaining to the portion of the subarea that came into the subarea with this annexation.

Southeast Bellevue Subarea (continued)

- There was wide variation in household and age characteristics within this subarea. There were varying rates, for example, of one-person households, households consisting of families, and seniors, with some census block groups within the subarea having percentages that exceeded the citywide proportion and some block groups having less than the citywide proportion for all these characteristics. At the same time the *proportion* of households made up of one person as well as the *proportion* of the population made up of seniors grew throughout the subarea.
- The Southeast Bellevue subarea had fairly high levels of racial and ethnic diversity, with the exception of the portion of the subarea adjacent to Lake Sammamish. Several census block groups in the subarea had 35 percent or more of their overall population made up of racial minorities or Hispanic/Latino residents. The northwestern portion of the subarea (the area west of 148th Avenue N.E. and north of S.E. 8th Street) had one of city's highest neighborhood percentages of Hispanics and Latinos as well as a relatively high Asian percentage: 15.2 percent of residents in that block group were Hispanic or Latino and 25.2 percent of residents were Asian.
- Large portions of the subarea also had at least 20 percent of residents who were born outside of the United States. In some portions of the subarea (the northwest section) 40 percent or more of the total population was born outside of the United States. In addition, the western portion of the subarea also contained a concentration of recent immigrants to the United States (those who immigrated between 1990 and 2000). Not surprisingly, the change in the proportion of the population born outside of the United States was significant as well. In the western portion of the subarea, the proportion of foreign-born residents went from 15.9 percent of the population in 1990 to 34.9 percent of the population in 2000—a change of 19 percentage points during the decade. The same types of trend was found in populations 5 years of age and older who spoke a language at home other than English.
- Overall, this subarea had educational attainment levels (measured in adults age 25 or over who had at least a bachelor's degree) and incomes below the citywide figures (although neighborhoods in the eastern portion of the subarea adjacent to Lake Sammamish had higher proportions of residents with college degrees). However, the proportion of those adults who had at least a bachelor's degree or higher increased substantially between 1990 and 2000. In the southwestern portion of the subarea the share of adults 25 and over with a bachelor's degree grew by at least 15 percentage points, and grew by at least 10 percentage points in the western portion of the subarea as a whole. In addition, per capita income increased between 1989 and 1999 for the subarea as a whole, after adjustments for inflation.
- There was a wide variation within the subarea as to housing types (single-family and multifamily), which corresponded to diverse patterns with regard to home ownership and length of residency. Areas within the subarea that were predominantly single-family (particularly neighborhoods in the eastern portion of the subarea) tended to have more long-term residents and were much more likely to have large owner-occupied proportions of housing units. Many portions of the subarea (including the eastern portion adjacent to Lake Sammamish) had 40 percent or more of renters paying 30 percent or more of their income for housing.

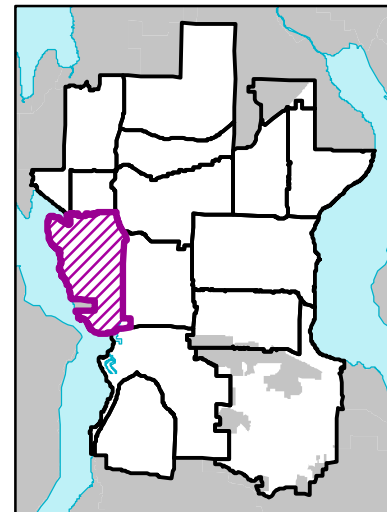
Southeast Bellevue Subarea (continued)

In all parts of the subarea, at least 40 percent of the work force (and in some cases more than 50 percent) worked in Bellevue—higher than the citywide proportion of 38 percent. This likely relates to the proximity of the subarea to Bellevue's major employment centers (Downtown Bellevue, and the Bellevue-Redmond Road corridor). As would be expected, the subarea for the most part also had lower-than-average commute times (most average commute times in this area were less than 20 minutes).

- In the southwestern portion of the subarea, 10 percent or more of all households did not have a vehicle available. In this same area 10 percent or more of commuters commuted to work via public transit. Both of these percentages were well above the figures for their respective characteristics in the city as a whole.

Southwest Bellevue Subarea

This subarea includes neighborhoods along Bellevue Way, Bellevue's major southern gateway into Downtown, as well as areas along Lake Washington's shore. Specific neighborhoods in this subarea include Meydenbauer, Killarney Circle, Surrey Downs, and the 108th Ave S.E. neighborhood.⁸ Most neighborhoods in this subarea are characterized by older, owner-occupied single-family housing and moderate population densities. However, substantial quantities of multifamily housing exist in the neighborhoods just south and southwest of Downtown and along the east side of Bellevue Way.



- Between 1990 and 2000, population in the portion of Southwest Bellevue to the west of Bellevue Way grew moderately (with increases under 10 percent), while the population in portions of the subarea to the east of Bellevue Way grew more quickly. The eastern portions had fairly substantial increases in the number and the proportion of housing units that were in multifamily structures.
- There were distinct variations in household types by neighborhood within Southwest Bellevue. Areas where married couples and other family households represented less than half of households included Meydenbauer, neighborhoods directly south of Downtown, and neighborhoods along the east side of Bellevue Way. By contrast, family households represented between 70 and 80 percent of households in portions of Southwest Bellevue to the south of S.E. 6th Street and west of Bellevue Way.
- Compared with respective citywide figures, seniors were a greater proportion of residents in Meydenbauer south through the Killarney Circle neighborhood to about S.E. 23rd Street, but children represented a greater proportion of residents in the southwest part of the subarea.

⁸ While Southwest Bellevue is located north of I-90, its name recalls its location at Bellevue's incorporation.

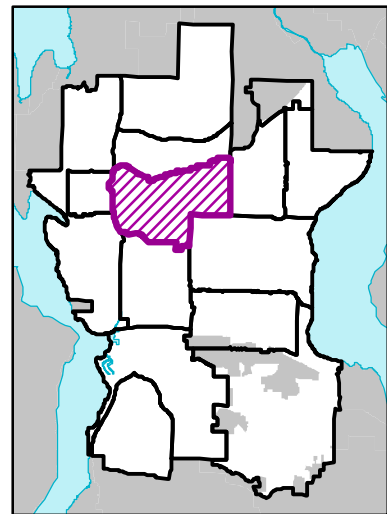
Southwest Bellevue Subarea (continued)

- In a pattern applying most neighborhoods bordering lakes, minority populations (including both racial minorities and Hispanics/Latinos combined) represented quite small percentages about (4.7 to 8.0 percent of the population) in block groups in this subarea south of S.E. 16th Street and west of Bellevue Way. However, minority residents were almost as large a part of populations in most portions of the subarea directly south of Downtown and in the block group that extended from Meydenbauer Bay east to Bellevue Way (although minority residents were less common in individual blocks nearest the bay shore). While Asians were generally more numerous than Hispanic/Latino populations in Southwest Bellevue (as was the case in the city as a whole), the percentage share of the population that is Hispanic/Latino (10.5 percent) was almost as high as the Asian percentage (11.8 percent) in the census block group just south of Downtown between Bellevue Way and 108th Avenue S.E..
- Compared with the 38 percent of employed Bellevue residents who work in Bellevue, relatively high proportions (48.0 to 53.8 percent) of workers living in Southwest Bellevue near Downtown worked in Bellevue. These areas also had a relatively high proportion of households with just one vehicle or no vehicle.

Wilburton/N.E. 8th Street Subarea

The Wilburton/N.E. 8th Street subarea is located to the east of Downtown Bellevue, east of I-405, and south of Bellevue-Redmond Road. This subarea is one of the oldest parts of Bellevue in terms of settlement. The subarea has a mix of land uses, including both single-family and multifamily neighborhoods. Part of the Wilburton/N.E. 8th Street subarea also consists of commercial uses only, so there are portions of the subarea that do not have any demographic data shown.

- The population of this subarea grew by approximately 14 percent between 1990 and 2000, slightly higher than Bellevue's non-annexation population growth rate of 13.2 percent.
- The proportion of total households in this subarea that consisted of one person increased by at least 5 percentage points between 1990 and 2000. Large portions of the subarea had a higher percentage of one-person households than the citywide percentage of 28 percent. Related to this, there was a growing number and percentage of seniors in this subarea in 2000, although median age varied fairly substantially in this area. Portions of the subarea had median ages of 40 and over (which is higher than the 38.2 median age for the city as a whole), and other portions had median ages below age 35.



Wilburton/N.E. 8th Street Subarea (continued)

- Diversity varied by neighborhood within the Wilburton N.E. 8th subarea. The portion of the subarea that includes the Glendale golf course and Kelsey Creek Park had a low percentage (14.5 percent) of racial minorities and Hispanics/Latinos as a share of neighborhood population. However some parts of the Wilburton N.E. 8th subarea had populations that were 15 percent or more Hispanic/Latino, much higher than the proportion of 5.3 percent for the city as a whole. The subarea also included the block group with the single highest Asian percentage among its population: 40.3 of residents in that block group, located northwest of the intersection of N.E. 8th and 140th Avenue N.E., identified themselves as Asian.
- In most areas within the subarea at least 20 percent or more of residents were born outside of the United States and/or spoke a language at home other than English. Most significantly, this subarea had some of the most rapid growth of foreign-born populations; in some portions of the subarea, the proportion of foreign-born residents increased by 15 or more percentage points between 1990 and 2000.
- There was a wide variation within the subarea as to housing types (single-family and multifamily), which corresponded to diverse patterns with regard to home ownership and length of residency. Areas within the subarea that were predominantly single-family tended to have more long-term residents and were much more likely to be owner-occupied. Over 20 percent of the housing stock in the western portion of the subarea consisted of newer housing (built 1990 or later), compared to 17 percent of housing units in the city as a whole.
- In all portions of the subarea, at least 40 percent of employed residents (and in some cases more than 50 percent) worked in Bellevue. This was higher than the citywide figure of 38 percent. This likely has to do with the proximity of the subarea to Bellevue's major employment centers (Downtown Bellevue and the Bellevue-Redmond Road corridor). As would be expected by this pattern, the area for the most part also had lower-than-average commute times (most average commute times in this area were less than 20 minutes).
- This subarea overall had the highest rates of commuting by public transit in the city. Most of the subarea had 10 percent or more of residents commuting to work via public transit (the citywide proportion was 6.7 percent).

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